(b) and (c) Various proposals for undertaking loan from International Financial Institutions are as under:—

(1) Railways are negotiating with Asian Development Bank for a loan totalling about Rs. 3,800 Crores (including co-financing) for Rail Section Improvement Project covering aspects of augmentation of capacity, safety, etc.

(2) Ministry of Railways and Government of Maharashtra have jointly approached World Bank of funding of Mumbai Urban Transport Project (MUTP). The total cost of rail components of MUTP is approximately Rs. 5,000 crores. Funding of the tune of 50%-60% is being negotiated from World Bank.

(3) A Loan Agreement has been signed with Kreditanstalt fur Weiderafbau (KFW), Germany for a soft loan of DM 185 Million for financing a project of Modernization of Signalling between Delhi and Kanpur.

(4) A proposal for extending French Mixed Credit of FF 60 Million to finance procurement of 3 phase AC / DC Traction Drive System for EMU of Mumbai area has been posed to the French Government.

(d) Terms and conditions of the proposed loan from Asian Development Bank and World Bank have not yet been settled. These loans generally carry interest rates variable every six months, linked to the cost of their funds.

(e) Period of maturity for Asian Development Bank Loan is 25 years including a grace period 5 years.

Period of maturity for World Bank Loan is 20 years including a grace period of 15 years.

Problems on Konkan Railway

5158. SHRI BRATIN SENGUPTA: Will the Minister of RAILWAYS be pleased to state;

(a) whether it is a fact that linslides, rockfall in cuttings are a regular feature on the Konkan Railway;

(b) whether it is a fact that eight people have died on the tracks in Goa alone; and

(c) whether Konkan Railway is supposed to be fenced as per Committee on Railway safety requirement, if so, the reasons for not doing the same and by when in would be done?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) there have been a number of cases of land slide and rock falls in cuttings on Konkan Railway mostly during the monsoon period as under;

(i) In 1998 monsoon, there were 135 boulder falls and 7 major land slides.

(ii) In 1999 monsoon, there were 111 boulder falls and 22 major land slides.

(b) No, Sir.

(c) There are no special recommendations by the Committee on Railway safety regarding fencing on Konkan Railway apart from what is provided in the Indian Railways Permanent Way Manual. The provisions of the manual have already been implemented.

Railway Transport Planning

5159. SHRI BRATIN SENGUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) Whether it is a fact that Indian Railways do not have any machinery to collect data on the performance of its competitors, the Roadways;

(b) Whether it is also a fact that in this age of information technology, Indian Railways have no information on movement of non-bulk materials through Roadways; and

(c) Whether the Railway transport planning is done in darkness and without any care for the economic interest of this nation.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) While Railway maintain comprehensive records of the traffic carried by them, Roadways are not similarly organised to maintain these data. Some estimates prepared by committee / experts groups, based on certain assumptions are, however, available. The latest estimates from the Planning Commission are available only for 1995. According to these estimates the share of railways in the land freight traffic is about 40%.

Railway Transport Planning is based on total requirement of traffic and available resources for capacity augmentation. In order to increase the Railway's share in the total transportation, Railways have planned for a market-driven